

# Implementation

This final section of the Jefferson County Bikeway/Pedestrianway Plan summarizes the detailed recommendations presented in Section III, and prioritizes projects by jurisdiction. It reflects a balance of need-based priorities (improvements to the most unsuitable stretches of roadway) and demand-based priorities (those segments located closest to the largest potential number of bicycle users).

In certain cases, projects have been ranked higher on the list to maximize opportunities to have bicycle accommodations constructed as an incidental part of an already scheduled roadway construction project. Since this plan is meant to be flexible and updated periodically to reflect implementation progress and growth within the County, other projects may be moved up on the list in the future based upon similar feasibility-based opportunities.

Please note that, as itemized in Appendix C, costs do not include right-of-way acquisition or design costs. Except for the county-wide rural signing system, the following costs also do not include signing. Small, low-cost projects such as posting signs and installing bicycle parking can and should be easily incorporated into the routine annual operating expenses of the various jurisdictions, beginning in FY 1996/97. The following list therefore only includes larger construction needs, which must be balanced with other capital improvements projects that are scheduled to be completed within Jefferson County and its communities.

The list is organized by community, but in many cases, multiple jurisdictions will have responsibility for project implementation, as outlined in Section III of this plan. Section III also itemizes additional community projects that will require additional study into feasibility before being added to future updates of this list.

	Estimated Cost	Priority	Time Frame
<b>County System</b>			
Phase II of rail-trail (corridor #10) .....	\$170,000.....	1 .....	1996-2000
pave shoulders on Hwy K (corridor #9) .....	\$100,000.....	1 .....	1996-2000
Bike Jefferson County signing (all rural corridors) .....	\$26,000.....	1 .....	1996-2000
pave shoulders on Hwy N (corridor #5) .....	\$60,000.....	1 .....	1996-2000
pave shoulders on Hwy E (corridor #16).....	\$140,000.....	1 .....	1996-2000
pave shoulders on Hwy Q (corridor #3) .....	\$40,000.....	1 .....	1996-2000
pave shoulders on Hwy N (corridor #12) .....	\$60,000.....	2 .....	1996-2000
pave shoulders on Hwy O (corridor #2) .....	\$53,000.....	3 .....	2000-2010
restripe Hwy B shoulders (corridor #2) .....	\$5,300.....	3 .....	2000-2010
pave shoulders on Hwy A (corridor #3) .....	\$10,000.....	4 .....	2000-2010
pave shoulders on Hwy A (corridor #8) .....	\$6,500.....	4 .....	2000-2010
gravel trail in WEPCO ROW (corridor #18).....	\$147,000.....	5 .....	2000-2010
rail-trail extension (corridor #9) .....	\$396,000.....	5 .....	2000-2010
pave shoulders on Hwy E (corridor #16).....	\$80,000.....	6 .....	2010-2045
trail along Rock River (corridor #5) .....	\$882,000.....	6 .....	2010-2045
<b>Waterloo</b>			
bike lanes on Washington .....	\$1,200.....	1 .....	1996-2000
lane restriping on Hwy 19 .....	\$13,000.....	2 .....	2000-2010
Maunsha River Greenway .....	\$74,000.....	3 .....	2010-2045
<b>Watertown</b>			
trail to high school.....	\$21-\$42,000.....	1 .....	1996-2000
bike lanes on Spaulding .....	\$2,700.....	1 .....	1996-2000
trail/frontage road south of town.....	\$63,000.....	1 .....	1996-2000
bike lanes on Hwy T/West Street.....	\$3,400.....	2 .....	1996-2000

**Watertown, continued**

bike lanes on Milford/Milwaukee .....	\$1,000.....	3.....	2000-2010
access across RR northwest of town .....	TBD.....	3.....	2000-2010
bike lanes on Division/Boughton .....	\$2,200.....	4.....	2000-2010

**Lake Mills**

misc. trail projects currently underway .....		1.....	1996-2000
bike lanes on Main Street.....	\$3,200.....	2.....	2000-2010
bike lanes on Lake Street .....	\$2,900.....	2.....	2000-2010

**Johnson Creek**

greenway protection as part of development .....		1.....	1996-2000
portion of county trail from River Rd to I-94 .....	\$100,000.....	2.....	2000-2010
bike lanes/shoulders on Y .....	\$32,500.....	3.....	2000-2010

**Jefferson**

pave shoulders on Hwy N, north (see county plan) .....		1.....	1996-2000
Waterfront Park greenway trail .....	\$84,000.....	1.....	1996-2000
Waterfront Park greenway bridge .....	TBD.....	1.....	1996-2000
bike lanes on N. Jackson Avenue.....	\$29,000.....	1.....	1996-2000
pave shoulders on Hwy N, southeast .....	\$18,000.....	2.....	1996-2000
bike lanes on Collins Road.....	\$30,000.....	2.....	1996-2000
bike lanes on Dewey Avenue .....	\$70,000.....	3.....	2000-2010
bike/ped bridge over Crawfish River (option #1).....	\$90,000.....	3.....	2000-2010
trail to connect to option #2 Crawfish River bridge .....	+\$63,000.....	4.....	2000-2010
bike lanes on Puerner .....	\$3,000.....	4.....	2000-2010
Watertown Road access improvements .....	\$21,000.....	5.....	2010-2045
Crawfish River greenway trail .....	\$128,000.....	5.....	2010-2045

**Sullivan**

improved trailhead signing.....		1.....	1996-2000
pave shoulders on Palmyra Street/Hwy E.....	\$10,000.....	2.....	2010-2045

**Fort Atkinson**

bike lanes on Main Street bridge .....		1.....	1996-2000
pave shoulders on Hackbarth Road .....	\$40,000.....	1.....	1996-2000
pave shoulders on Rock River Road.....	\$32,500.....	1.....	1996-2000
pave shoulders on Riverside Drive/Highway 106 .....	\$40,000.....	1.....	1996-2000
bike lanes on Cramer Street .....	\$3,500.....	2.....	1996-2000
bike lanes on S. Main Street.....	\$4,000.....	2.....	1996-2000
trail link south of Main Street .....	\$10,000.....	3.....	1996-2000
bike lanes/shoulders on Highland Avenue.....	\$17,000.....	3.....	2000-2010
trail north side of Rock River.....	\$53,000.....	4.....	2000-2010
trail south side of Rock River.....	\$69,000.....	4.....	2010-2045
rail-trail extension.....	\$333,000.....	5.....	2010-2045

**Palmyra**

Downtown focal point/visitor center.....		1.....	1996-2000
improved linkage to Kettle Moraine .....	TBD.....	2.....	2000-2045
Scuppernong River Greenway .....	\$40,000.....	3.....	2010-2045

**Whitewater**

bike lanes on Indian Mound Parkway.....	\$1,500.....	1 .....	1996-2000
pave shoulders on Tratt St./Highway N .....	\$35,000.....	1 .....	1996-2000
bike lanes on Starin Road.....	\$2,500.....	1 .....	1996-2000
pave shoulders on Walworth Street .....	\$18,000.....	2 .....	1996-2000
pave shoulders on Clover Valley Road/Wisconsin Street.....	\$20,000.....	2 .....	1996-2000
Fremont Street improvements .....	TBD.....	2 .....	1996-2000
Whitewater Creek Greenway .....	\$350,000.....	2 .....	2000-2010
pave shoulders on Bluff Road.....	\$12,000.....	3 .....	2000-2010
bike lanes on Starin extension.....	\$40,000.....	3 .....	2000-2010
bike lanes on Indian Mound extension .....	\$45,000.....	4 .....	2010-2045

## **Funding Strategies and Implementation Philosophies**

Listed below is a summary of key implementation strategies. It is assumed that Jefferson County will be the primary implementing agency for the proposed improvements to the countywide system. Individual local communities will be the lead jurisdiction for city/village projects. Joint cost sharing approaches may be reasonable for projects with multiple jurisdictions (for example, state roadways within local jurisdictions). The jurisdictions involved for each recommended project segment are detailed in the full report.

Specific implementation strategies to assist in carrying out the plan recommendations are offered below:

- 1) Whenever possible, implement projects based upon need-based priority, whereby improvements are first made to critical missing links and the least suitable portions of the roadway system.
- 2) Establish a County Bicycle/Pedestrian Fund to annually implement a part of the county-wide system, and develop partnership arrangements for implementation of projects which involve multiple jurisdictions. (Both the County and local communities should consider a Capital Improvement Program (C.I.P.) process to schedule needed facility projects in annual budgets.)
- 3) Whenever possible, maximize use of local and county funding to secure matching funds from state, federal and private funding sources. (See Appendix B for potential outside funding sources.)
- 4) Show support for federal and state legislative efforts to continue the Intermodal Surface Transportation Efficiency Act (ISTEA), Statewide Multi-Modal Improvement Program (SMIP), and Wisconsin Stewardship funding programs. Both local governments and individuals should become active in such advocacy issues.
- 5) Maximize opportunities to implement bicycle facilities and sidewalks as a routine part of all new development and roadway retrofit projects. (Project costs are lower and quality is higher when planned as an incidental part of a larger project, rather than as an afterthought.)
- 6) Include bicycle- and pedestrian-friendly language in the upcoming comprehensive land use plan for Jefferson County.
- 7) Continue the work of the Bicycle/Pedestrian Advisory Committee to routinely re-prioritize projects and assess levels of need based upon growth within the county.

### **Other Strategies:**

- Reassess the need to provide on-street parking. (Remember that the purpose of a transportation system is to move people and goods, not to exclusively accommodate private automobiles.)
- Support the development of the bicycling and walking infrastructure with programs that focus on bicyclist, pedestrian, and motorist education and enforcement. Promote use of biking and walking for daily transportation as well as recreation.
- Actively involve Jefferson County residents in the ongoing implementation and operation of new facilities through Friends groups and Adopt-a-Trail programs.
- Actively involve local businesses in providing convenient and secure bicycle parking to kick off the county-wide effort to become more bicycle friendly.